

Mayor's Pedestrian Advisory Council

Wednesday, May 8, 2019



Year to Date Pedestrian Fatalities, 2019 (CPD): 9

Year to Date Pedestrian Fatalities, 2018 (CPD): 17

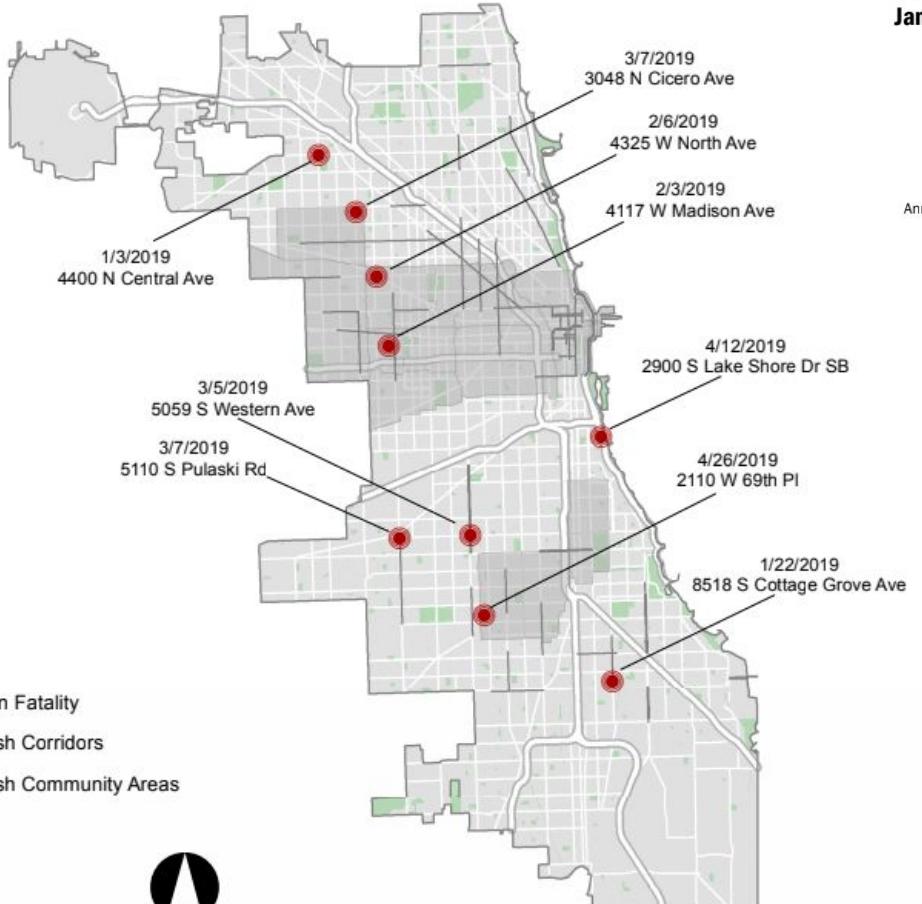
Year to Date Pedestrian Fatalities, Annual Avg 2012-2016 (IDOT): 12.4

CITY OF CHICAGO

Pedestrian Fatalities by Month till April 30, 2019

Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	CPD	IDOT
	2012	2013	2014	2015	2016	2017	2018	2019	2012-2016 Average
January	2	1	4	5	3	6	3	2	3
February	5	2	0	2	5	3	3	2	2.8
March	2	2	3	6	3	4	3	3	3.2
April	1	2	6	4	4	1	8	2	3.4
May	3	2	3	6	4	4	3		3.6
June	0	3	4	6	3	4	2		3.2
July	3	3	4	2	2	5	2		2.8
August	11	4	3	3	4	5	4		5
September	5	2	3	2	0	5	4		2.4
October	4	0	2	4	2	2	3		2.4
November	7	1	1	1	5	5	4		3
December	4	5	2	5	2	2	2		3.6
TOTAL (Jan 1-Apr 30)	10	7	13	17	15	14	17	9	12.4
TOTAL	47	27	35	46	37	46	41	9	38.4

Traffic Crash Fatalities in the City of Chicago January 1, 2019 - April 30, 2019



● Pedestrian Fatality

— High Crash Corridors

■ High Crash Community Areas



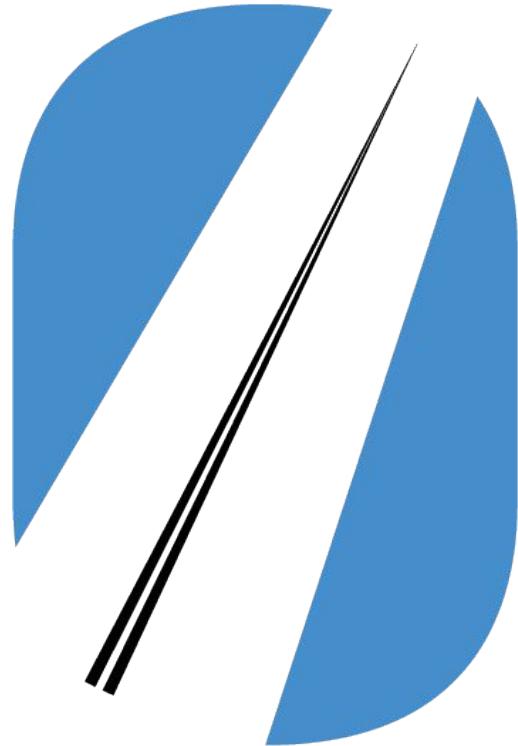
0 1 2 4 Miles

	Pedestrians	Cyclists	Motorists
Year-to-date 2019 (CPD)	9	1	17
Year-to-date 2018 (CPD)	17	1	23
Annual Year-to-date 2012-16 (IDOT)	12.4	0.4	19.8*

* does not include crashes on interstates
Data: IDOT 2012-2016; CPD 2017-2018
Note: CPD statistics do not include traffic fatalities reported by State Police

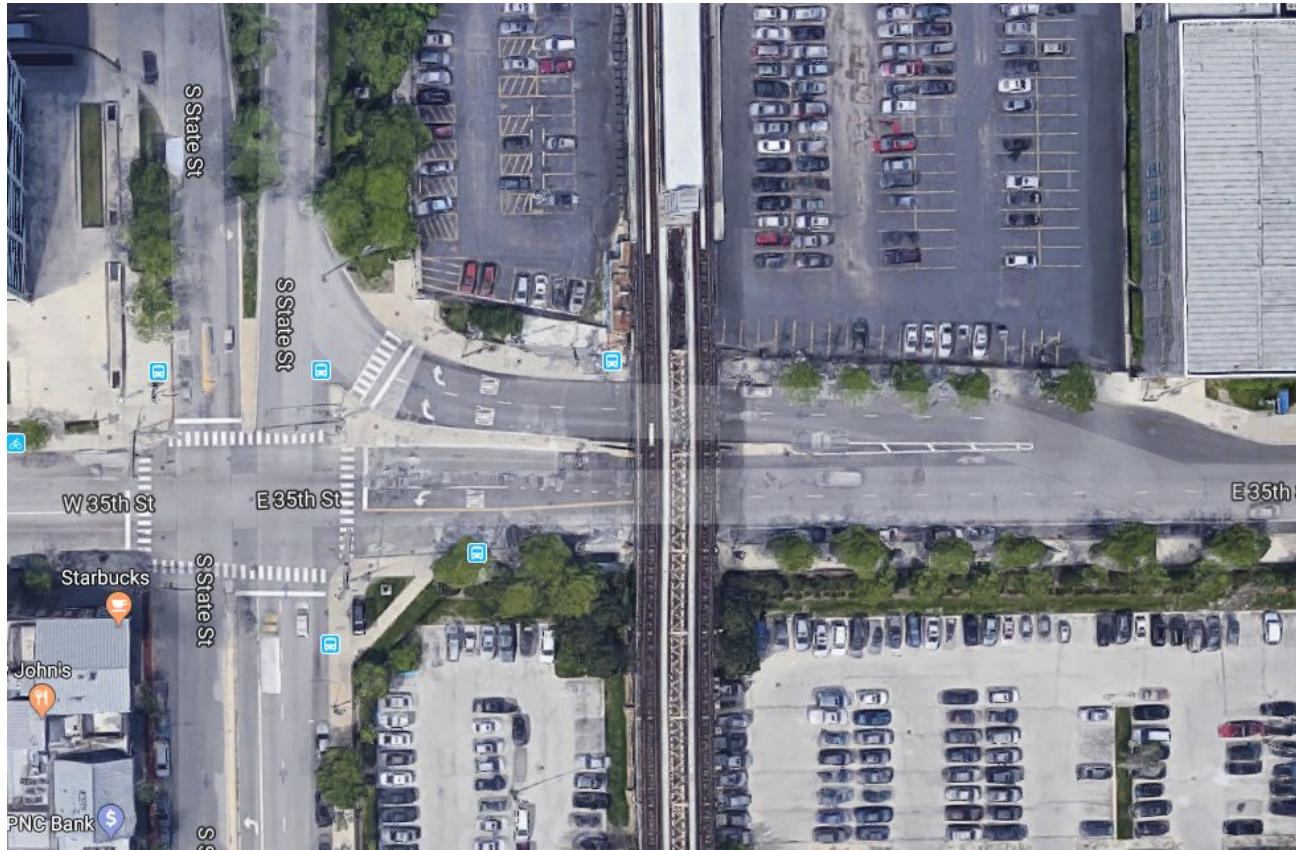


City Updates



**VISION
ZERO
CHICAGO**

Pedestrian Improvements



- 35th-Bronzeville-IIT Green Line
- 63rd Red Line
- Central Green Line
- Clinton Blue Line
- Division Blue Line
- Grand Blue Line
- Kedzie-Homan Blue Line
- Kimball Brown Line
- North/Clybourn Red Line
- Pulaski Blue Line

Walk to Transit

35th Street/State Street



35th-Bronzeville-IIT
CTA Green Line Station



Pedestrian Improvements



55th Street (Payne Dr. to Hyde Park Blvd

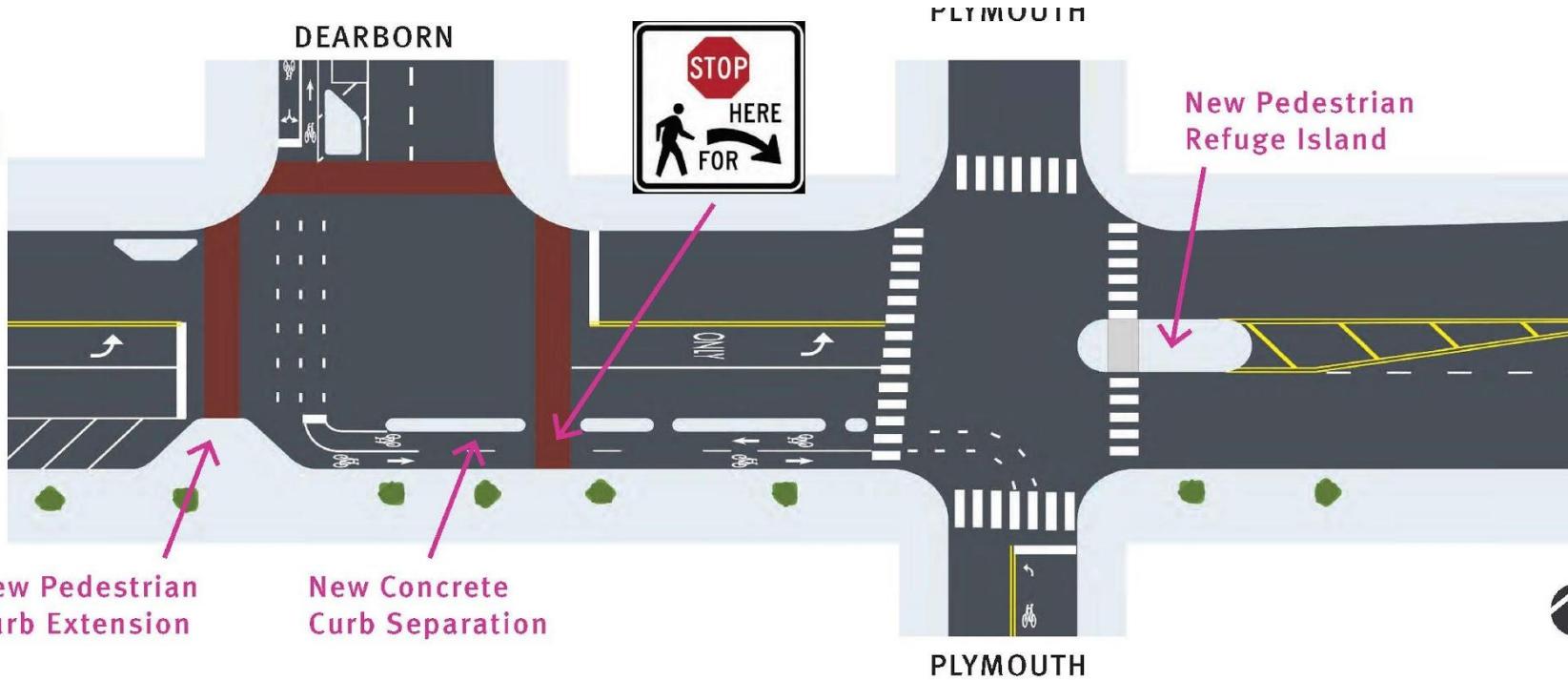


- Roadway Resurfacing
- Upgrades to Pedestrian Crossings
- Curb Separated Bike Lanes

Pedestrian Improvements

IN

POLK



Pedestrian Improvements

Upcoming Projects

- Halsted (79th to 75) High Crash Corridor
- North Avenue (Austin to Laramie) High Crash Corridor
- Arterial Resurfacing 2019
- Safe Routes to School
- Chicago Avenue (Latrobe to Kedzie) Design
- Vision Zero Pedestrian Improvements
- Aldermanic Meetings
- Fatal Crash Notifications

Chicago's Micromobility Legislation:
Low Speed Electric Bikes
&
Low Speed Electric Mobility Devices
(E-Scooters)

PASSED BY CITY COUNCIL ON APRIL 10

Purpose

- Generally adopts the State code definitions for three standard classes of e-bikes into the MCC.
- Establishes a definition for low-speed electric mobility devices (LEMD) that includes a variety of devices (e.g., electric scooters) currently in private use, and new devices that will be piloted this summer.
- Provides clarity that e-bikes and LEMDs are legal transportation options within the Chicago Municipal Code.
- Clarifies where they can and can't operate based on size and speed.

THIS ORDINANCE DOES NOT:

- Impact the operation/regulations of motorized wheelchairs or other personal assistive devices.
- Impact where or how a traditional bicycle can be ridden.
- Enact a speed limit within bike lanes for bikes, e-bikes or LEMDs.
- Allow companies to rent dockless scooters to the public.

Chicago's Micromobility Regulations

	Defined Name in MCC	Specs	Ride in a bike lane?	Pass on the Right?	Need a Drivers License	Registered Vehicle	Park on Sidewalk/ Bike racks	Minimum age to ride	Children under 12 ride on sidewalks
Bike	Bicycle	100% human powered	✓	✓	✗	✗	✓	none	✓
Electric scooter or elec. skateboard	Low-Speed Electric Mobility Device	<=26" wide No more than 15 mph	✓	✓	✗	✗	✓	none	✓
Class 1 eBike	Low-Speed Electric Bicycle	Pedal-assist up to 20 mph	✓	✓	✗	✗	✓	none	✓
Class 2 eBike	Low-Speed Electric Bicycle	Throttle-assist up to 20 mph	✓	✓	✗	✗	✓	none	✓
Class 3 eBike	Low-Speed Electric Bicycle	Pedal-assist up to 28 mph	✗	✗	✗	✗	✓	16	n/a
Moped / Vespa	Motor-Drive in Cycle	May have speed limitation	✗	✗	✓	✓	✗	16	n/a
Motorcycle	Motorcycle		✗	✗	✓	✓	✗	16	n/a



Chicago Scooter Pilot

Mayor's Pedestrian Advisory Council

May 7, 2019

2019 Scooter Pilot

Increasing transportation access for all Chicagoans
is a fundamental goal of the City.



In March, the New Transportation and Mobility Task Force recommended a modest 2019 Scooter Pilot in a defined area. The Chicago pilot was designed to address:

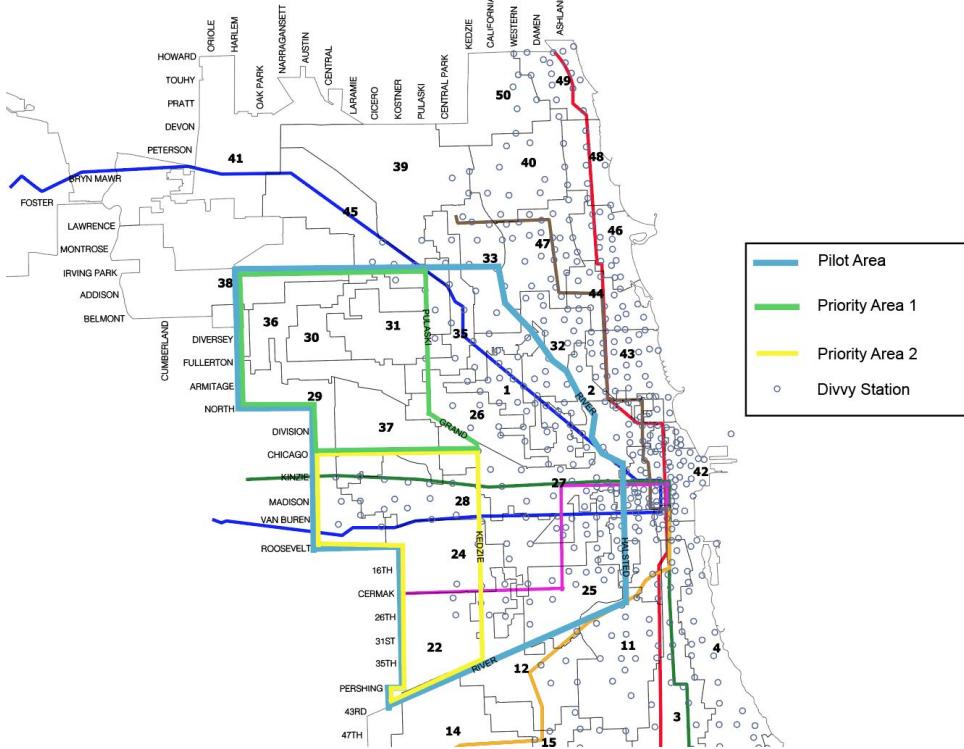
- ★ Safety issues
- ★ Impact on the blind/visually impaired and other people with disabilities
- ★ Operator performance in managing sidewalk clutter and access to buildings
- ★ Best locations for these services
- ★ Effects on the Divvy system, transit and community choices.

Overview

- ★ 4-month shared scooter pilot, with 2,500 total scooters, beginning June 15 on the West Side of Chicago
- ★ Designed to test the impact of scooters on transportation access and quality of life in a variety of community types



Geography



Geography

- ★ Why the West Side?
 - ★ Variety of community types
 - ★ Areas without convenient transit service
 - ★ Different residential & commercial densities
 - ★ Diverse communities
 - ★ The far South Side will experience the first wave of Divvy expansion over the summer
- ★ There will be 2 priority areas within the pilot area-
vendors must rebalance 25% of scooters into each priority area every day.
- ★ Scooters will require geofencing technology to slow down and eventually stop upon leaving the operating zone.



Equity Considerations



Equitable Access

- ★ Vendors will be required to offer services for the unbanked and people without smartphones

Accessibility Plan

- ★ Vendors must submit a plan to encourage accessibility and promote participation of the disability community in the Scooter Pilot

Local Commitment

- ★ Vendors are encouraged to include a local hiring plan and work with local businesses.

General Terms



Fleet Size

- ★ 2,500 total scooters, with the potential for minimal performance-based expansion

Operating Hours

- ★ Operating window of 5am – 10pm, with scooters removed from the public way every night

Operations

- ★ 15 mph limit
- ★ Scooter can use bike lanes and cannot operate on sidewalks

Age Restrictions

- ★ Limited to 18 and older, 16 and older with a

Parking

Parking Requirements

- ★ Scooters must be parked:
 - ★ Upright
 - ★ Away from street corners, bus stops, and buildings
 - ★ Against bike racks, poles, or other areas typically used for bike parking
 - ★ Without obstructing pedestrian space (minimum 6 feet clearance)
- ★ Scooters parked improperly must be corrected by vendors within 2 hours



Parking



Education

- ★ Vendors will conduct an extensive education campaign to ensure that users follow proper parking procedures
 - ★ In-app education for first-time users
- ★ CDOT will provide flyers to inform the public of proper parking procedures and how to make complaints to 311

Post-Ride Pictures

- ★ Users will be required to take post-ride pictures to ensure the scooters are parked properly

Equipment



Scooter Specifications

- ★ Scooters must be equipped with:
 - ★ Warning bell
 - ★ Front white light
 - ★ Rear red light
 - ★ Hand and foot brakes

Other Requirements

- ★ Scooters must include contact information, including a 24/7 phone number

THANK YOU

Questions?





MPAC Updates and Next Steps

Membership Update

Sectors	Current Members	New Potential Members	Geography
Planning & Design	Randy Neufeld / Complete Streets Coalition John O'Neal / CMAP Audrey Wennink / MPC		City-wide City-wide City-wide
Community-based org		Northwest Side Housing Center Howard Area Community Center El Valor Teamwork Englewood Coalition for Better Chinese American Community Claritian Associates Elevated Parnter TBD Elevated Partner TBD Elevated Partner TBD Elevated Partner TBD	Belmont Cragin Rogers Park Pilsen Englewood Chinatown South Chicago Logan Square California Pink Line Kedzie corridor Green Line South
Active Trasportation	Kyle Whitehead		City-wide
Environmental / Open Space	Ben Helphand / NeighborSpace		City-wide
Governmental Agency	Rebekah Scheinfeld / CDOT Luan Hamilton / CDOT Michael Bartello / ChicagoDepartment of Streets & Sanitation Todd Wyatt / DPD Kim Kolody / IDOT Greg Piland / FHWA Laurie Dittman/ Mayor's Office for People with Disabilities Margarita Reina / CDPH Jennifer Herd / CDPH		City-wide City-wide City-wide City-wide City-wide City-wide City-wide City-wide City-wide City-wide City-wide City-wide
People w/ Disabilities Advocacy	Mary Rosenberg / Access Living		City-wide
Older adults	Terri Worman/ AARP		City-wide
Transportation Policy			City-wide
Research			City-wide
Youth			City-wide
Health & Wellness	Adam Becker / CLOCC Dr. Karen Sheehan / Lurie Children's Hospital		City-wide City-wide

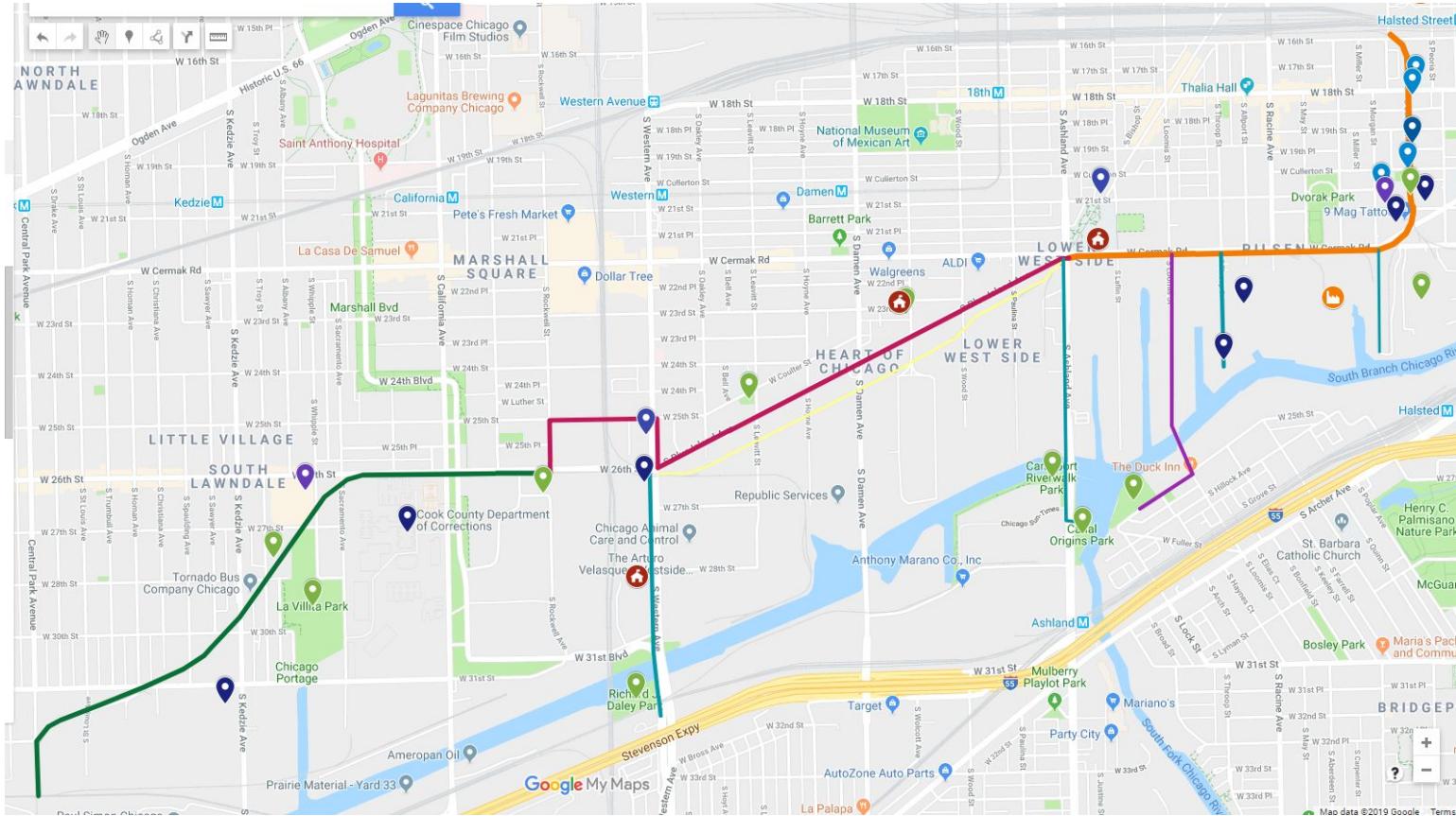
Terms of Reference Update

- Elimination of “pedestrian plan” language, broadened to be non-specific
- Using “mobility, health, safety and access” throughout as the four “pillars”
- Two committees or one council?
- Membership by sector
 - Addition of geography representations
 - Addition of research
 - Addition of policy
 - Addition of youth
- Membership Terms - for discussion
- Meeting procedures

Site Visits Overview: El Paseo



Site Visits Overview: El Paseo



Site Visits Overview: Big Marsh



Big Marsh Park...

- opened in 2016, a 297-acre Chicago Park District "Natural Area" containing a 40-acre bike park.

- is located at 11559 S Stony Island in the Calumet Corridor. Big Marsh represents a new vision of the Southeast Side as a place for eco-recreation.

- will contain the Ford Calumet Environmental Center, a nature center including a "bike concession" rental and youth program. Center is under construction and scheduled to be complete by end of 2019.

- is open every day from dawn-dusk, with community events every Saturday from 2-6pm between 6/15-9/14!



Please join us for the next
Mayor's Pedestrian Advisory Council Meeting

Thursday August 8, 2019

